

# **CCTID Regional Transportation Improvement Program**

## **Program Management and Financial Implementation Strategy Development**

### ***Background***

With the issuance of the Eastern Corridor Tier 1 Record of Decision by the FHWA on June 2, 2006, the Board of Clermont County Commissioners moved to establish the Clermont County Transportation Improvement District (CCTID) on June 21, 2006 to work to foster increased collaboration with local partner jurisdictions and other county, regional, and state agencies to advance the work on the Eastern Corridor Multi-Modal Transportation Projects and county commitments to ODOT and TRAC regarding improvements to the SR28 and SR32 corridors.

The purpose of the Board of County Commissioners in creating the CCTID was: (1) to finance, construct, maintain, repair, and operate street, highway, and other transportation projects (including, but not limited to, air and rail projects) and (2) to construct, reconstruct, improve, alter, and repair roads, highways, public places, buildings, and other infrastructure, and to implement and effect a regional approach to transportation improvements in support of economic development in Clermont County.

The CCTID Board of Trustees (July 20, 2006) established an initial CCTID regional transportation improvement program consisting of corridor-level projects and supporting program-level implementation strategies and activities, including:

- Eastern Corridor Multi-Modal Projects Tier 2 development, including Tier 2 project management and Joint agreement with Hamilton County Transportation Improvement District (HCTID) and partners.
- SR28 Corridor, including access management and joint economic development.
- SR32 Corridor, including access management and joint economic development.
- Financial Implementation Strategy, including ODOT Implementation Proposal, Local Match Credit Program, Green Infrastructure and Advanced Mitigation Development, State Infrastructure Bank (SIB) Application, and ODOT/FHWA/TIFIA Applications.

CCTID is being structured to provide combined technical, legal and financial capability to link transportation improvements and foster economic development in Clermont County. The CCTID will perform a strategic capital investment and management function and serve as “bank” for pooled revenues and joint funding to manage the cash flow needs for the development of the county’s corridor improvement strategy.

A key element of the CCTID regional transportation improvement program is to pool funds and resources available to the County and local jurisdictions to leverage available non-federal (local) match for federal funding purposes. This approach will allow local funding jurisdictions to contribute to a pooled local match based on the timing and availability of their local funds and resources. The range of sources of funds include: motor vehicle & gasoline tax revenues, general tax revenues, permissive license plate taxes, local government pledges, tax increment financing (TIF/RID), assessments, grants, loans and other revenues as may be available to and as may be pledged by CCTID partners.

CCTID is currently developing a preliminary initial funding strategy to facilitate and advance a number of transportation improvement projects at a corridor scale. In the next three years, CCTID will move forward with new concepts and plans for economic development and transportation/infrastructure improvement projects that combine the and develop the available resources of the public and private sectors to advance and protect the public interest and maximize the value of taxpayer dollars.

CCTID will develop partnerships that harness private sector innovation and resources, encourage competition, and optimize the assignment of risk. This approach requires CCTID consider, along with traditional methods, private sector partnerships and innovative approaches and techniques, including alternative project development and delivery.

### ***Program Management Partner Advisory Services***

An important early step in CCTID strategic development and planning is to obtain Program Management Partner Advisory Services from firm(s) with demonstrated qualifications to assist in development of its initial Program Management and Financial Implementation Strategy in any or all of the following:

A. Development of Initial Preferred Financial Resource Commitment Strategy  
***(under contract - TranSystems, Inc.)***

1. Evaluation of opportunities and options for and development of initial strategy and approach by CCTID to accelerate construction of Phase 1/2 IR275/SR32 interchange project through CCTID debt financing, TIFIA loan/credit enhancement and financial support by ODOT.
2. Alternative evaluation of, and strategic planning for options and opportunities for, development of phased capacity improvements by CCTID in the Regional Transportation Improvement Program, including the Eastgate area local network and related Segment IVa Eastern Corridor Tier 2 development coordinated with ODOT development of phasing of IR275/SR32 interchange as currently programmed and area wide economic development strategies.

B. Development of Initial Implementation Proposal Strategy  
***(under contract - Transcend Consulting Group, LLC)***

1. Development of Guidelines and Delineation of Opportunities and Mechanisms for Local Match Credit - CCTID desires to evaluate and develop appropriate specific opportunities and qualifying guidelines and mechanisms for advance approval by ODOT and FHWA of individual actions or projects for local match credit or any other accounting of benefit and program contribution of local match credit for local projects and actions identified in the CCTID Regional Transportation Improvement Program.
2. Assistance in approach and negotiations with ODOT/FHWA to obtain approval related to the CCTID Regional Transportation Improvement Program consistent with Eastern Corridor Tier 1 Record of Decision (ROD) and Statement of Intent (SOI).

C. Development of Initial Task Order Program in support of the development and implementation of CCTID program management and financial strategy, including

the framework for the initial implementation proposal and specific project consultant scoping and cost negotiations:

1. Environmental Services (**PID No. 82577**) – Federal law, regulations and guidance (e.g. 23 USC 112g) requires the state to assess the objectivity of the environmental process in instances where a consultant has been selected to provide both environmental evaluations and design services. ODOT commonly follows this practice based on the integrated process of the PDP, on a project by project basis. CCTID desires to establish an overlying environmental mitigation and streamlining strategy and program, consistent with the Eastern Corridor ROD and SOI, ODOT PDP, and integrated with local watershed management, water quality protection, stormwater management, and green infrastructure development, so as to guide specific project design services, mitigation and permitting conducted through the CCTID. This strategy should also provide opportunities and process for environmental permit streamlining and incentives for economic development.
2. Integrated traffic modeling and simulation (**PID No. 82578**)- Recognizing that different levels of government are responsible for different levels of the transportation network, and therefore needing to collaborate to address overall system improvements, CCTID desires to undertake a program-level, integrated approach to upgrading the local network that supports major investments on the state and federal highway system. An important component of effectively demonstrating the benefits of these local network improvements to the state/federal system is through the development and performance of traffic modeling and simulation. CCTID traffic modeling and simulation development will be performed in coordination with OKI and ODOT to provide the detailed information (capacity requirements, turn lane lengths, signal timing/coordination, etc.) necessary for the design of these local network improvements, to effectively guide CCTID financial resource allocation, demonstrate the benefits and efficiency of the improvements to the regional/state/federal system, enhance stakeholder communications, and support economic development.
3. Real estate and ROW acquisition (**PID No. 82579**) – CCTID desires to develop a strategic approach to real estate and right-of-way acquisition supporting program-level approach to project development meeting the requirements of the Uniform Acquisition Act and related ODOT and federal requirements. This strategic task order element will include the scoping guidelines for procurement of real estate and ROW acquisition consulting services, streamlining of consultant selection, facilitates responsiveness to private sector initiatives and issues, and provides for more timely, efficient and effective right-of-way preservation actions by CCTID.
4. Geotechnical Services (**PID No. 82580**)– CCTID desires to develop a task order approach to geotechnical services that support the integrated RTIP process of the PDP, on a project by project basis, and PE/EIS work performed by other CCTID consultants.
5. Public information and involvement plan – CCTID desires to develop a comprehensive strategic framework for an effective, meaningful and interactive public information program that incorporates public involvement planning requirements. The purpose of this element is to communicate and interact with the public and strategic partners (both public and private

stakeholders) about the activities of the CCTID and demonstrate the purpose, benefits, progress and success of CCTID programs and projects. This strategic task order element should be designed to permit and facilitate seamless transition by CCTID project consultants in the development and implementation of project PIP for meeting ODOT public involvement participation requirements for federally funded projects as appropriate.

These task order services will be developed to the extent practical to provide opportunities and process for meeting ODOT PDP and related DBE/EDGE goals in the overall effort to streamline CCTID RTIP project delivery.

This document does not does not constitute any solicitation or offer to enter into a contract with any party and no offer or contract of any kind is established or extended.

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